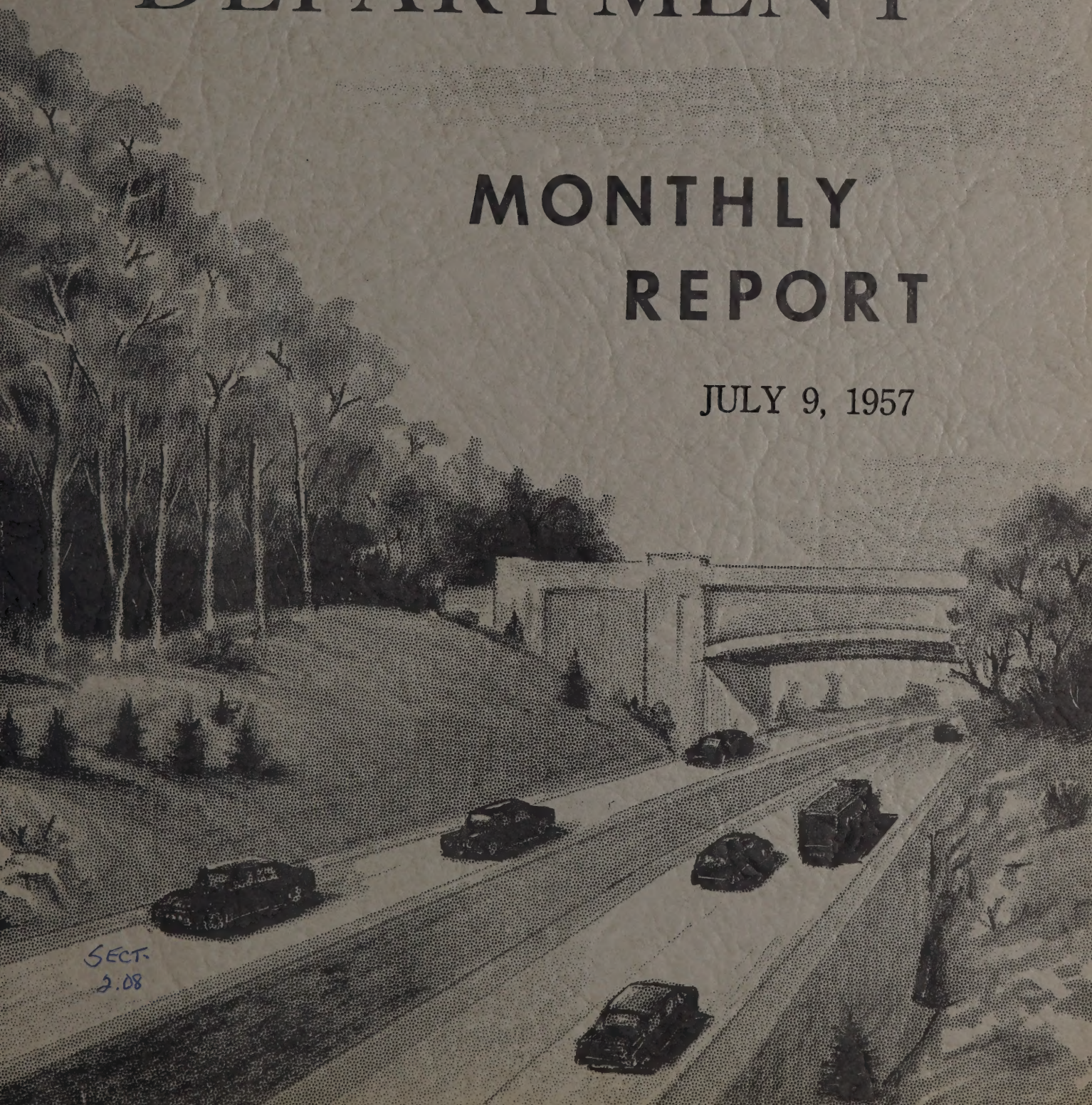


STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

JULY 9, 1957



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MORRISTOWN MEETING - Route FAI-104

On Wednesday, June 19th we extended the privilege of meeting in our Cafeteria to Mayor Manahan, municipal officials and citizens of Morristown for the purpose of discussing the proposed alignment of F.A.I.104 through that community. In order to cooperate fully we permitted the Mayor to follow his own prepared agenda, and further assisted them by completing a model (photograph included in this report) in the record time of 2 weeks. This model showed the finished Freeway through the section of Morristown particularly related to Washington Headquarters and the George Washington School.

The Mayor set the stage for the type of meeting that followed when in his opening remarks he declared that local citizens are "fighting for their residential lives" and warned further that if the route goes through town "we will be a deserted village".

Following his own remarks the Mayor called upon a long list of officials, former officials, group leaders and others who protested from many viewpoints--mostly emotional.

The Highway Commissioner took occasion to correct many mis-statements and set the record straight following each speaker. This, of course, resulted in a situation wherein two members of your Administration found themselves in public disagreement. This fact was highlighted

MORRISTOWN MEETING - ROUTE FAI-104, cont'd.

to an unusual degree when Senator Hillery and Assemblymen Franklin and Mills took the occasion to praise the Highway Department for its efforts in selecting an alignment. The Senator stated that the most serious argument offered was that the route might affect the Washington Headquarters. Actually it may be possible to confine the right of way to such an extent that we will not touch any portion of the Headquarters property. However, even if we should follow the present right of way width we would only take a small triangular piece of the present property and in return would give them more than twice the area taken.

Assemblyman Mills declared that the road should go "where the experts say it should" and Assemblyman Franklin, "Keep political interference out of the decision of the Highway Department." After all protests had been heard regarding our recommended alignment we explained in great detail the reasons for our selection as well as our reasons for not choosing alternate lines which would miss Morristown and run through Morris Township. In general the Morristown route was selected because the "Origin and Destination" studies made by the Highway Department disclose that Morristown is a magnet attracting a high percentage of all vehicles using existing Route 202. This volume which presently runs to 75% will be modified to a degree by the construction of the new Freeway. However, it is estimated that between 55 and 60% of vehicles using the new road will

MORRISTOWN MEETING - Route FAI-104, cont'd.

have their origin or destination in Morristown proper.

On June 28th a second meeting to protest the route was held in the George Washington School in Morristown. Because of the nature of this meeting the Highway Department did not send a representative, although we sent our model which was placed on display.

RUTGERS SUMMER SESSION

On July 3 we were visited by 31 graduate students of the Rutgers - State University Bureau of Government Research. The discussion subject "The Federal Highway Program," was thoroughly explored, together with the need for additional funds for the advance purchase of rights of way and non-federal participation projects. Also explained was our procedure in establishing new Interstate route alignments, including Federal requirements, preliminary studies, aerial surveys, public hearings and adoption of the line.

PERSONNEL RECRUITMENT

Plans have been completed to continue the Department's college recruitment program during the scholastic year 1957-58 in an effort to interest graduating civil engineering majors in employment with the Department. The first interview date is set for October 29, 1957 at City College of New York and subsequent dates schedule

PERSONNEL RECRUITMENT, cont'd.

visits to Penn State, New York University, Delaware, George Washington, Catholic, Cooper Union, Howard, Lehigh, Maryland, Rutgers, Cornell, Clarkson Tech., University of Pennsylvania, Manhattan, Villanova, Newark Engineering, Stevens, Bucknell, Columbia, Princeton, Lafayette and Drexel.

This is a continuation of a program instituted during the scholastic year 1954-55. The initial response was encouraging and the Department was successful in recruiting 17 college graduates to fill 20 available positions. Results over the past two years have not been equally satisfactory. Despite gradual improvements in the Department's entrance offer, the disparity between this offer and the average offer being made by private employers and, in some cases, other public agencies has grown each year making it increasingly difficult to interest qualified prospects.

PUBLIC HEARINGS

During the past month the Department scheduled public hearings on two very important route alignments. The first hearing, scheduled for July 12, concerns a 12 mile section of Federal Aid Interstate and Defense Freeway 102 between Clinton, Hunterdon County and Still Valley, Warren County. The other hearing is set for July 15 and involves alignment for a three-mile stretch of Route 21 Freeway in Essex and Passaic Counties.

The Route 102 hearing will be held at Bloomsbury Elementary School, in Bloomsbury. The alignment is proposed to pass through Franklin and Greenwich Townships in Warren County and

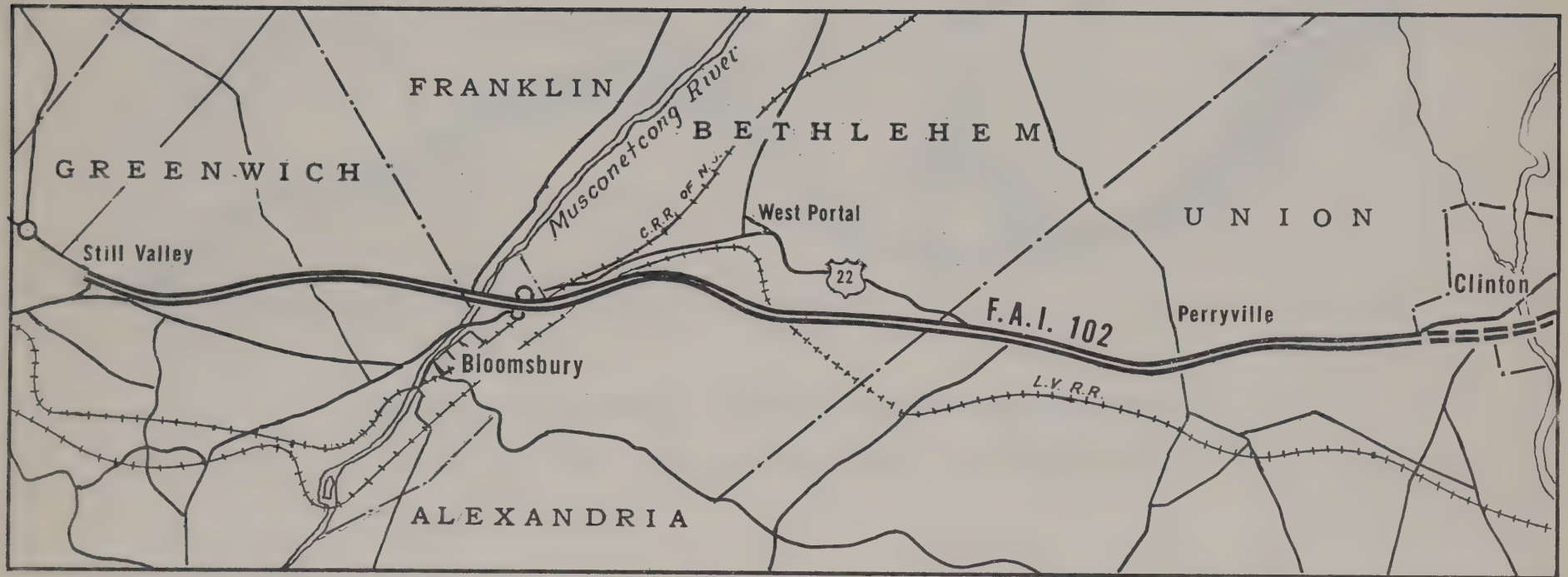
PUBLIC HEARINGS, cont'd

the Borough of Bloomsbury and Bethlehem and Union Townships in Hunterdon County. It is part of the new 70 mile long freeway that would replace existing Route U.S. 22 as the major cross-state artery between the Holland Tunnel and Phillipsburg.

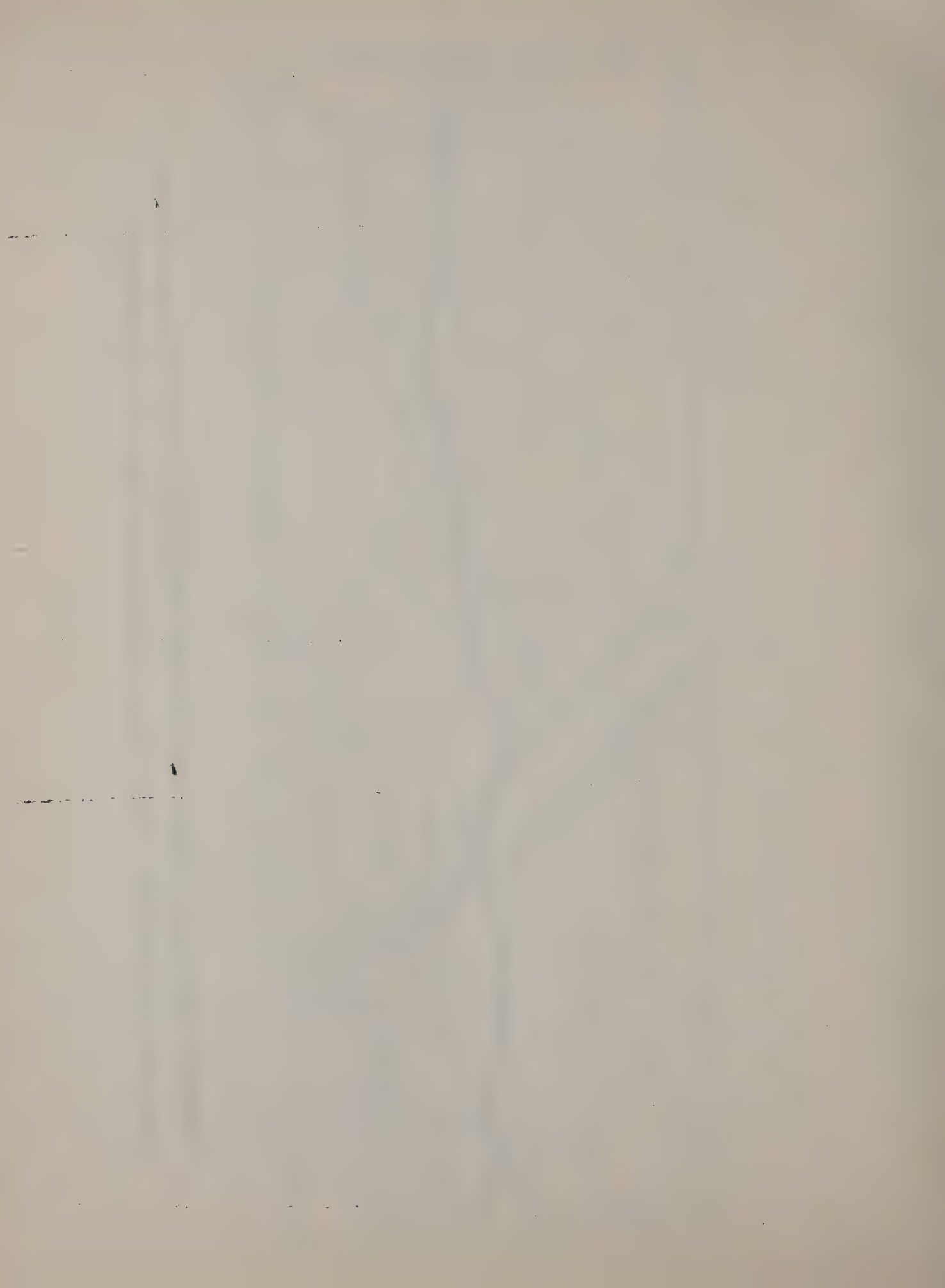
The hearing July 15th on the three-mile portion of the Route 21 Freeway will be held at the Nutley Town Hall. The section of alignment to be discussed is proposed to pass through portions of Belleville and Nutley in Essex County and Clifton and Passaic in Passaic County. It will hug the westerly shore of the Passaic River all the way.

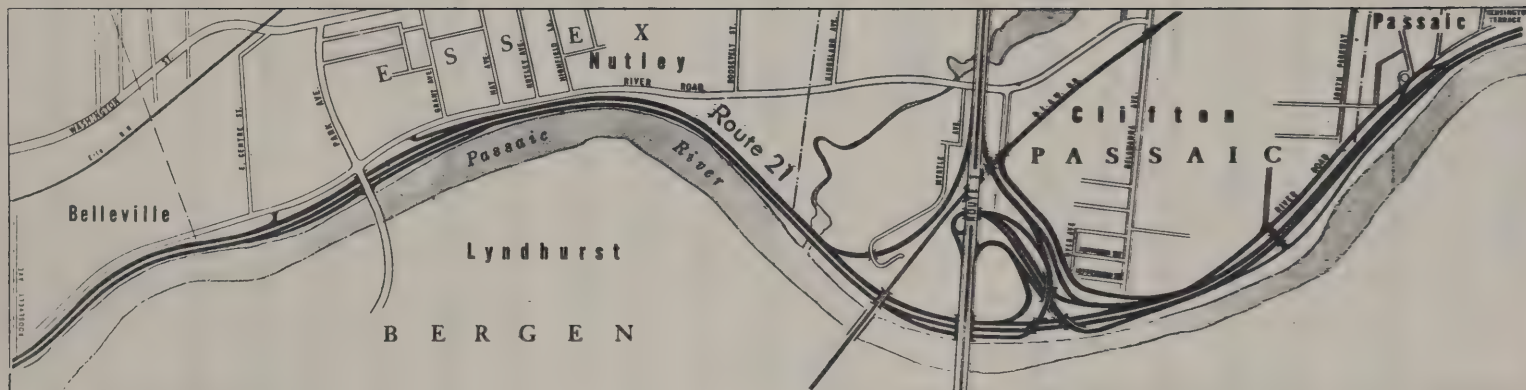
In order that there could be no misunderstanding as to the purpose of the hearings and the amount of detail our people attending could go into, our newspaper releases on the hearings clearly stated "at the present stage of planning for the route's alignment, details will not be available on individual properties which may finally be wholly or partly within the road's right of way." Such information, it was stated, could not be determined until after federal approval of the final alignment is made and detailed right of way plans are developed.

As much as we desire at the earliest possible moment to acquaint each individual along the way as to the degree their properties



Proposed alignment of Federal Aid Interstate and Defense Route 102 between Clinton Farms and Still Valley. Public hearing scheduled for July 12 at Bloomsbury.





Proposed Alignment of Route 21 Freeway Which Will Be
Subject of Public Hearing Scheduled For Nutley Town
Hall, July 15th.

PUBLIC HEARINGS cont'd.

will be affected it would be impossible to do so at this stage of development of any of these routes.

Maps showing the proposed alignments of both the FAI Route 102 and Route 21 Freeway links, copies of which are enclosed in this report, were forwarded with our news releases to all newspapers in the vicinity of the proposed work as well as to Senators, Assemblymen and Mayors of communities through which the route will extend.

HIGHWAY SIGNS

Our continuing program of modernizing our warning, directional and route marker signs moved well ahead during the past month. During the period a total of 357 new red "Stop" signs were erected, our pace restricted only by the speed with which they can be produced by the Rahway Reformatory.

Another phase of the past month's efforts included the installation of 50 back-to-back triple light red reflecting delineators on top of the Route U.S.22 center line barrier curb over Jugtown Mountain, west of Clinton in Hunterdon County. We have found this type of delineator to be the most workable way of warning motorists of the barrier curb's proximity during inclement weather at night.

Test samples of our new green background directional signs and route markers have been erected on Route U.S. 1 between Trenton

HIGHWAY SIGNS cont'd.

and New Brunswick. These signs have reflecting white characters and borders. The work was temporarily slowed while we waited shipments of the special green background paint that was prepared for us by the E. I. DuPont Company.

Another part of our sign program consists of the removal of unnecessary or outmoded signs. Within the past month, for instance, a total of 293 "No passing" signs were removed from along various portions of the highway system where no need for their continuance could be established.

RECORDS MANAGEMENT

One of the least publicized portions of our "streamlining" of the Department's practices has been a program of evaluation of old records that the Department no longer needs. Our people in this phase of activity approach the problems posed by stacks of old documents, letters and other miscellany with the view of determining whether they any longer have an administrative, legal, fiscal or historical value. If adjudged otherwise such material is then subject to action of the State Records Committee.

During the past month we have disposed of slightly over seven tons of old records. The space released by the destruction of these records will be used to relieve overcrowding in the offices throughout our Accounting and Administrative Division.

ANTI-SKID PLASTICS

Our engineering research bureau recently acted as interested observers at skid tests conducted by the Shell Chemical Corporation on Route U. S. 22 in Union and Route 440 in Jersey City. The tests were made to obtain comparative information on our present pavement surface and a plastic resurfacing material containing abrasives that is being developed by them.

Special equipment developed by the General Motors Corporation was used in the testing. It consisted of a weighted wheel towed by a light truck and connected to meters that measure the skid resistance of the pavement.

Our people report the surfacing material provided a very satisfactory skid resistance factor. We will continue our investigations, re: price, wearing qualities, adhesion, etc.

EMPLOYEE HEALTH PROGRAM

Within the very near future our Dispensary will initiate a new program consisting of periodic checks of blood pressure for personnel over 50 years of age. The program was proposed by our medical consultant, Dr. Lawrence I. Bonin, who feels the blood pressure readings -- which will be recorded and compared every six months -- may indicate the need for medical attention.

Altho at the present time the program will embrace only those

EMPLOYEE HEALTH PROGRAM cont'd.

employees located in and adjacent to our main buildings here on Parkway Avenue, it will be expanded to cover personnel in other areas of the State, if in practice it proves to be of value.

1956 - 1957 PROGRAM SUMMARY

The following six pages of material is an accounting of our performance during the fiscal year 1956-1957.

As is explained in the covering letter we not only committed all available funds but we dipped into next year's Federal-State money to the tune of approximately \$14 million.

Copies of this material has been forwarded to all members of the Legislature and officials of the Bureau of Public Roads.



State of New Jersey
STATE HIGHWAY DEPARTMENT

DWIGHT R. G. PALMER, COMMISSIONER
TRENTON 25

As of July 1, 1956 we committed for the first time in the Department's history all the funds available within the fiscal year.

For 1956-'57 we have committed and advertised a total sum of money which is more than double last year's performance.

We were, however, denied the privilege of matching the Federal money with the State money made available to us for fiscal 1956-'57 without reaching into fiscal 1957-'58 to the extent of about 14 million dollars of combined State and Federal money.

Most Federal jobs require State money for utilities and other items in which they do not participate either due to accounting regulations or for other good and sufficient reasons.

You will recall, it was pointed out at the budget hearings that practically every Federal job contains certain items in which the Federal Government does not participate and for which the Department must, therefore, have State funds allocated to it in excess of the mere technical matching of the Federal allocation.

DWIGHT R. G. PALMER
COMMISSIONER

July 8, 1957

July 1
19 57

Attached are tabulations of projects awarded or advertised as of June 30, 1957. The tabulations are four in number and are for the purpose of indicating the financial obligations for: Interstate and Defense Highway Projects; Primary and Urban Projects; State Projects, and the fourth a Summary indicating the total funds either awarded, advertised or obligated by formal Action.

The following is a summary of type and money value of work without showing each individual project and its location:

Interstate and Defense Projects.

Contracts in Force	\$ 2,464,217
Contracts Advertised as of June 28, 1957.	17,850,000
Right-of-Way Acquisition	12,150,000
Engineering Contracts	<u>12,593,300</u>

Total - Interstate and Defense \$45,057,517

Primary and Urban Projects

Contracts in Force	21,164,016
Contracts Advertised as of June 28, 1957.	1,153,000
Right-of-Way Acquisition	<u>1,200,000</u>

Total - Primary and Urban \$23,517,016

State Projects (Non-Participating)

Contracts in Force	1,357,860
Estimated Utility Costs	<u>1,326,488</u>

Total - State Projects \$2,684,348

Summary of 1956-1957 Projects

Interstate and Defense	\$45,057,517
Primary and Urban	23,517,016
State	<u>2,684,348</u>

GRAND TOTAL \$71,258,881

In each case the value of Contracts Advertised is an estimated cost. Federal Project agreements for these projects cannot be executed until bids are taken and award made. The Bureau of Public Roads will recognize this accomplishment under the heading "Programmed" and "Plans Approved - Construction Not Started" as separate from construction that has been started.

The engineering item of \$12,593,300.00 is contracts for outside engineering for the preparation of right-of-way plans and agreements, and finished construction plans for an estimated amount exceeding three hundred million dollars. This indicates a percentage of about four. We have some agreements calling for four and a fraction percent and one well under four percent. I bring this to your attention because an Assemblyman intimated a percentage of ten.

Estimated costs are indicated for those projects listed as advertised. It should be noted that due to the present strike in the Lehigh and Hudson Valley Cement Districts, the increase of six dollars per ton for steel and the present negotiation for higher pay by the skilled labor employed by contractors, those estimated may prove low.

July 1, 1957.

INTERSTATE AND DEFENSE PROJECTS

Awarded

F.A.I. 108	Bell Road to Barrington Road	\$1,833,967.	
F.A.I. 109	Route 130 to Route F.A.I. 108	630,250.	
		<hr/>	2,464,217.

Advertised as of June 28, 1957

F.A.I. 102	Clinton By-pass	4,000,000.	
F.A.I. 101	Mt. Hope Road to Denville	5,600,000.	
F.A.I. 101	Mt. Hope Road to Wharton	5,000,000.	
F.A.I. 108	Barrington Road to Warwick Road	<u>3,250,000.</u>	17,850,000.

Right-of-Way Acquisition	12,150,000.
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Engineering Contracts	12,593,300.
	<hr/>

GRAND TOTAL	\$45,057,517.
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July 1, 1957.

PRIMARY AND URBAN PROJECTS

Awarded

Route

206	Creeper Lanes	\$ 166,894.04
23	Creeper Lanes	319,003.14
206	Mansfield Square to Columbus	1,103,890.69
37	Pelican Island - Seaside Park	2,897,628.94
3	Interchange at Route U.S. 46	530,474.95
35	Sylvania Avenue and Sunset Boulevard	79,097.65
130	Fairview - Brooklawn	451,470.69
23	Clove River Bridge and Approaches	372,986.66
69	Bull Run Road to Pennington	202,413.35
42	Coles Road to Turnersville	2,326,158.48
206	Columbus to Chambers Corner	869,215.40
42	Sta. 323 (Rt. 60) to Route 42	1,621,623.24
72	Superstructure - Manahawkin Bridge	3,158,217.90
42	Bridge over Grenloch Branch, P.R.S.L.	337,508.50
208	Bridges & Approaches, VanWinkle Ave. & NYS&W	666,145.37
208	Viaduct in Glen Rock	902,946.52
21	William St. to Roosevelt Avenue	5,092,636.98
41	Pennsauken Creek Bridge & Approaches	65,703.60

21,164,016.10

Advertised as of June 28, 1957

23	Sussex Creeper Lanes	190,000.00
U.S. 22	Widening, Jug Handles and Barrier Curb	900,000.00
25	Jamesburg Ramps	63,000.00

1,153,000.00

Right-of-Way Acquisition

1,200,000.00

GRAND TOTAL

\$23,517,016.10

July 1, 1957

STATE PROJECTS

Route	1	Fairview Avenue Ramp	\$ 28,206.75	
	4	Grand Ave. Hackensack - Barrier Curb	37,109.35	
	46	River Drive - Union Avenue	82,294.45	
	18	Old Bridge Road Int.	53,883.64	
4 Pkwy.		Planting	61,239.60	
	28	Somerset St - Grove St - Somerville	23,125.00	
	10	Pleasant Valley Way - Resurf.	144,803.10	
	151	Memorial Ave. Overpass Rev.	29,937.26	
	1	Wolf Creek Bridge & Appr.	135,945.10	
	4	Jones Road - Bridge Plaza	39,579.31	
	56	Absecon Blvd - Turnarounds	163,086.56	
	17	Franklin Trpk. - Planting	24,904.50	
	5	Diamond Spring Rd.	29,687.30	
	38	Haddonfield Rd. Int. - Planting	4,919.65	
	25	Fire Repair - Wilson Ave.	53,800.00	
	29	Viaduct Empire St. Repair	6,572.25	
	27	Albany St. Bridge - Repair	23,825.00	
	88	Bridge - Inland Waterway	62,685.90	
	38	Marter Road	25,469.00	
4 Pkwy.		Bridge Railings	48,917.00	
	52	Ocean City Bridge Repair	<u>277,870.00</u>	\$1,357,860.72

Estimated Utility Costs

1,326,488.00

GRAND TOTAL - \$2,684,348.72

July 1, 1957

SUMMARY OF 1956-1957 PROJECTS

Total Interstate and Defense		\$45,057,517.00
Total Primary and Urban		23,517,016.00
Total State		<u>2,684,348.00</u>
GRAND TOTAL	-	\$71,258,881.00

MEETINGS

During the month we met with the usual quota of State, County and Municipal officials both in Trenton and elsewhere. Principal among these meetings were the following:

June 11 - Mayor McKenna and officials of Irvington came to Trenton to suggest shifting the recommended alignment of F.A.I.-102 (Route U.S.22) northward to follow the Hillside-Irvington Boundary. We shall investigate the suggested alignment as it may possibly forestall many repercussions while at the same time be feasible engineeringly.

June 13 - Met with Civil Service President Kelly to review glaring instances where compensation was insufficient for work performed.

June 14 - On this date the State Highway Commissioner addressed the Freeholders Convention in Atlantic City. The Department was also represented in panel discussions.

June 18 - Mayor deKorte and Commissioners of Franklin Lakes came to Trenton re: alignment of F.A.I. 104 (US 202) which they would like to see moved easterly. We are investigating the location but can determine nothing at this time.

June 19 - Upon invitation of the Commissioner, the Board of Directors of the New Jersey Contractors Association joined with us at luncheon to discuss the overall contracting situation in the State in light of the Federal Highway Program.

June 22 - Attended Palisades Interstate Parkway opening.

June 24 - Met with Senator Cowgill re: Camden Area and looked over several paving and drainage projects.

Met with Garden State Parkway officials re: labor, planning and opening of northern spur.

June 25 - Met with Legislative representatives and local officials at Phillipsburg. Looked over Epstein tract, the signs for the school and several related matters.

June 26 - On this day we met with Portland Cement Association officials who were anxious to point out to us the virtues of concrete. We shall of course continue to use both concrete and blacktop depending upon which type of pavement seems best for soil and traffic conditions.

Traveled to Route 38 in the vicinity of Camden to look over construction and housing developments in the vicinity of Cherry Hill and also to look over the alignment of F.A.I. 108 (Rt.60).

June 27 - At noon met with Garden State Parkway officials and labor representatives re: labor matters affecting the Parkway. Later discussed specifications on course "aggregate" with General Counsel of one of the trap rock companies. We are being pressured from every conceivable direction to specify only trap rock and shortly expect to have similar action re: slag. Nevertheless we intend to continue to use materials that meet with our specified requirements.

July 1 - Mr. Kaltenbach, former general counsel for the Bureau of Public Roads met with us to review our right of way setup to assure that we are well equipped to handle the large volume of work confronting us under the Federal Program. He is now operating an agency specializing in right of way matters.

Met with Chairman Morecraft and General Wanamaker of the Turnpike to discuss procedure for dealing with labor matters.

CONSTRUCTION BIDS RECEIVED

- June 11 - Forest Avenue bridge improvement.
Paramus, Bergen County.
*Mohawk Constructors, Inc., Elizabeth \$129,854.95
- June 11 - Schraalenburgh Road construction.
Durie Avenue to Harrington Avenue,
Closter & Harrington Park Boroughs,
Bergen County.
*Ufheil Construction Co., New Milford \$193,723.67
- June 11 - Route FAI-108, Sec. 2A, (Route 60)
Grading, bridges and incidental paving.
Boroughs of Bellmawr, Mt. Ephraim,
Haddon Heights & Barrington, Camden
County.
*Ole Hansen & Sons, Pleasantville \$1,833,717.28
- June 13 - Route 21 Freeway
Grading, paving, bridges and walls.
Belleville, Essex County.
*Franklin Contracting Co., Newark \$5,092,636.98
- June 13 - Ridgedale Avenue-Columbia Turnpike
Widening and resurfacing of intersect-
ing roads.
Morris and Hanover Twps., Morris Co.
*Whippany Construction Co., Hanover \$141,969.10
- June 18 - Garden State Parkway and Route U.S.22-
Chain link fencing on 14 bridges.
Middlesex, Union and Somerset Counties.
*Security Chain Link Fence Co., Phila. \$48,917.58
- June 18 - Main Road construction and storm drain.
Landis Avenue to Park Avenue,
Vineland, Cumberland County.
*George Slade, Bridgeton \$65,631.72
- June 18 - Route 41.
Bridge over So. Branch Pennsauken
Creek, Delaware and Maple Shade Twps.,
Camden-Burlington Counties.
*Public Constructors, Inc., Gloucester \$65,703.60

CONSTRUCTION BIDS RECEIVED

June 25 - Middlesex Avenue.

Reconstruction, widening and resurfacing.

Metuchen, Middlesex County.

*Halecrest Co., Metuchen \$121,192.23

(Bid rejected - readvertised for
July 23).

July 2 - Route U.S. 130.

Northwest Ramp connection at Jamesburg

Road, So. Brunswick Twp., Midd. Co.

*Middlesex Concrete Products & Excavating
Company, Woodbridge, \$ 55,555.55

* Low Bidders.

CONTRACTS AWARDED

June 11 - Paterson State Teachers College. Paving parking areas and drives. Wayne Township, Passaic County. <u>J.F. Chapman & Sons, Hillside.</u>	\$93,046.35
June 11 - Route 38, "Jug Handle" at Marter Avenue intersection, Mt. Laurel Township, Burlington County. <u>Bancheri Constn. Co., Hammonton.</u>	\$25,469.40
June 13 - Route 52 - Reconditioning bridges between Somers Point and Ocean City, Atlantic and Cape May Counties. <u>S.T.G. Construction Co., New York.</u>	\$277,870.00
June 17 - Forest Avenue bridge widening at Route 4, Paramus, Bergen County. <u>Mohawk Constructors, Inc., Elizabeth.</u>	\$129,854.95
June 17 - Schraalenburg Road reconstruction. Closter and Harrington Park, Bergen County. <u>Ufheil Construction Co., New Milford</u>	\$193,723.67
June 20 - Ridgedale Avenue and Park Avenue intersections with Columbia Turnpike. Morris and Hanover Twps., Morris Co. <u>Whippany Construction Co., Hanover</u>	\$141,969.10
June 20 - Main Road construction and storm drain. Landis Avenue to Park Avenue, Vineland, Cumberland County. <u>George Slade, Bridgeton</u>	\$65,631.72
June 20 - Route 41 bridge over South Branch Pennsauken Creek, Delaware and Maple Shade Townships. Camden and Burlington Counties. <u>Public Constructors, Inc., Gloucester.</u>	\$65,703.60

CONTRACTS AWARDED

- June 24 - Route 21 Freeway.
Grading, paving, bridges and walls.
Belleville, Essex County.
Franklin Contracting Co., Newark. \$5,092,636.98
- June 24 - Route FAI-108-Sec. 2A (Rte. 60)
Grading, bridges and incidental
paving. Boroughs of Bellmawr, Mt.
Ephraim, Haddon Heights & Barrington,
Camden County.
Ole Hansen & Sons, Pleasantville \$1,833,717.28
- July 3 - Garden State Parkway and Rte. U.S.22-
Chain link fencing on 14 bridges.
Middlesex, Union and Somerset Counties.
Security Chain Link Fence Co.,
Philadelphia. \$48,917.58

BIDS TO BE RECEIVED AS FOLLOWS:

- July 9 - Route 71 - Reconstruction of bridge deck,
Shark River Bridge, Belmar & Avon,
Monmouth County.
- July 16 - Route 23 - Pavement widening.
Wantage and Hardyston Townships, Sussex Co.
- July 23 - Route FAI-102, Sec. 2A, (Route US 22)
Clinton Farms to Route 69 interchange.
Grading, paving and bridges.
Union and Clinton Townships, Clinton,
Hunterdon County.
- July 23 - Route FAI-101, Sec. 2B, (Route US 46)
Grading, paving and bridges.
Wharton and Twp. of Rockaway, Morris County.
- July 23 - Route FAI-108, Sec. 2B, (Rte. 60 Freeway)
Grading, bridges and incidental paving.
Boroughs of Haddon Heights, Barrington
and Lawnside, Camden County.
- July 23 - Route U.S. 22.
Barrier curb, resurfacing and turnarounds.
Township of Green Brook, Township of North
Plainfield, Watchung and Mountainside
Boroughs and Township of Union.
Union and Somerset Counties.
- July 23 - Middlesex Avenue - Readvertisement.
Reconstruction, widening and resurfacing.
Metuchen, Middlesex County.
- July 23 - Finderne Avenue construction.
Bridgewater Township, Somerset County.
- July 30 - Route FAI-101, Sec. 2A, (Route US 46)
Grading, paving and bridges.
Townships of Rockaway and Denville,
Rockaway Borough, Morris County.

LIST OF REPAIRS AS FOLLOWS:

- July 9 - Route 71 - Reconstruction of bridge deck,
Clark River Bridge, Belmar & Avon,
Knox County.
- July 10 - Route 23 - Pavement widening,
Wentz and Hays Township, Essex Co.
- July 13 - Route 241-105, Sec. 24, (Route 24 1/2)
Clinton from to House of Representatives,
Grading, paving and bridges,
Union and Clinton Townships, Clinton,
Franklin County.
- July 13 - Route 241-101, Sec. 24, (Route 24 1/2)
Grading, paving and bridges,
Warren and Pop. of Rockway, Morris County.
- July 13 - Route 241-105, Sec. 24, (Route 24 1/2)
Grading, paving and independent paving,
Boroughs of Warren Heights, Burlington
and Lawrence, Vermont County.
- July 13 - Route U.S. 22,
Barter curb, resurfacing and improvements,
Township of Green River, Township of North
Platteville, Washington and Pennsylvania
Boroughs and Township of Union,
Union and Somerset Counties.
- July 13 - Middlesex Avenue - Reconstruction,
Reconstruction, widening and resurfacing,
Methuen, Middlesex County.
- July 13 - Middlesex Avenue reconstruction,
Highwater Township, Somerset County.
- July 30 - Route 241-101, Sec. 24, (Route 24 1/2)
Grading, paving and bridges,
Township of Rockway and Lawrence,
Rockway Borough, Morris County.

